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## PEER-TO-PEER CONTROL AND DECISION MAKING SYSTEM

### RELATED APPLICATIONS

The present invention relates to, and claims priority of, U.S. Provisional Patent

10 Application Serial No. 60/270,298 filed on February 20, 2001, having the same title as the present invention, which is incorporated herein by reference.

### BACKGROUND OF THE INVENTION

#### 1. Field of the Invention

15 The present invention generally relates to the field of in seat power systems and, more particularly, to a peer-to-peer control and decision making system for controlling power application to a group of seats.

#### 2. Description of the Related Art

20 When used in broadcast and industrial applications, large industrial and broadcast systems permit users to reliably control the systems, and to do so in real time. The majority of such systems are based on a "Two Layer Star Controlled System". That is, one central control computer, comprising a top layer "star" ("Master Control"), which controls

local control computers. These local control computers each control smaller control logic or microprocessors, which comprise a second “star” layer.

Such a “tiered star” control system is used as a conventional means to control existing aircraft cabin power management systems. That is, the “Master Control” resides at 5 an end of a network, and remote devices “request” permission to perform a given function from the master control. The “Master Control” subsequently “grants” the remote unit permission to proceed with the desired function, such as turning on a seat motor, a light, etc. This process is controlled in this manner because only the “Master Control” contains knowledge of the power consumption levels, which it periodically requests from the remote devices, as well as 10 information concerning the available power. Here, the “Master Control” acts as a “traffic cop,” telling each unit when to activate/deactivate a specific function.

While such systems work very successfully when used within industrial and broadcast applications, they tend to be overly expensive, due to the need for a multitude of powerful computers for providing the necessary control logic. For example, in conventional 15 systems, the “Master Control” must be a very powerful computer, and hence an expensive computer. An inexpensive “Master Control” computer can quickly become overloaded when receiving and responding to messages such that the system quickly grinds to a halt. This means that the “Master Control” is an expensive device, one which many airlines have been unwilling to invest in for the perceived benefits. As a result, many of the installed systems are 20 completely “dumb” systems, providing only DC power for laptop computers, and providing none of the benefits of power management, or ease of use. In some cases, airlines using competing systems are reduced to activating and deactivating the system via circuit breakers; a failure of a single unit requires the disablement of an entire column of seats by the flight crew. Although such an arrangement is inconvenient, many airlines are currently subject to 25 the use of such systems.

An additional disadvantage of this hierachal, or “Master control” type architecture, is that the decision making process is controlled by the top level controller. When

the such a system receives a number of simultaneous requests, slow system response times may occur. The system can also completely fail, where a single point of failure is the “Master Control.” For example, a remote device must transmit a message for permission to perform a given function, such as turn on a motor. The “Master Control” must receive the message, 5 decode it, and then transmit a message back to the remote device to thereby grant permission to the remote device to perform the specified function. The remote device then decodes this second message, prior to actually turning on the motor. If only a single unit at a time requests permission from the “Master Control”, then the system can respond fairly quickly, with a minimum amount of perceptible delay between the time a passenger pushes a button and the 10 actual movement of the motor. When multiple simultaneous requests from several users to the “Master Control” are made, significant time delays in responding to the requests can quickly occur, just like a busy server on the Internet can quickly become very slow in its response times.

Primex Aerospace Company manufactures an In-Seat Power system. According to this 15 manufacturer, this system requires a “Master Control” for the system to operate. Another manufacturer, Kid Systeme GmbH, located in Germany also manufactures an In-Seat power system that also utilizes the aforementioned “Master Control”. However, these In-Seat power systems posses the problems associated with a “Two Layer Star Controlled System.” That is, they are overly expensive to manufacture, they possess slow response times, and they cease to 20 operate when the “master control” fails. Accordingly; it is apparent there is a need for a lower cost, and more fault tolerant system for use in a commercial aircraft In-Seat Power System.

## SUMMARY OF THE INVENTION

A “Sky Charger Node” or “Node” is a computing device which contains 25 programmed instructions and/or “intelligence” for monitoring communication traffic on a communications network such that when appropriate a reaction to commands received over the communications network occurs. The “Nodes” also broadcast commands and status

information to the network for the purpose of being monitored and/or responded to by other “Nodes” on the network. The “Nodes” provide a way to monitor, control, provide information to or from, or react to, information provided via “Sky Charger” network(s).

In accordance with the invention, a “Node” also possesses the ability to monitor 5 and appropriately respond to commands or information sent by way of a “Gateway” unit, an appropriate maintenance communication device, or other valid external control device. Further, the “Node” possesses the ability to provide diagnostic information and status information to appropriate flight crew and to control and interface devices used by maintenance personnel. Each “Node” also has the responsibility to react to passenger controls that are 10 located on a passenger seat to control power supplies, motors, lights, in-flight entertainment devices, and the like, which are located in each individual passenger seat(s), and to provide status information to the communication system regarding specific controls and devices.

The “SkyCharger” system of the present invention eliminates disadvantages associated with the “Master Control” configuration of “tiered star” control system, and is a 15 system which is inherently more flexible, reliable, and easy to use than conventional “tiered star” control systems.

#### **BRIEF DESCRIPTION OF THE DRAWINGS**

The present invention may be more readily understood by one skilled in the art 20 with reference being had to the following detailed description of the preferred embodiments thereof, taken in conjunction with the accompanying drawings wherein like elements are designated by identical reference numerals throughout the several views, and in which:

Figure 1 is an exemplary illustration of the device in accordance with the invention installed in an aircraft seat;.

25 Figure 2 is an illustration of the device of Fig. 1 installed in an aircraft cabin; and

Figure 3 is a schematic block diagram of electronic subsystems in an individual “Sky Charger Node” in accordance with the invention.

## 5 DESCRIPTION OF THE EXEMPLARY EMBODIMENTS

Figure 1 is an exemplary illustration of the device in accordance with the invention installed in an aircraft seat. Shown therein are two passenger seats 101. “SkyCharger” system 102 is mounted in proximity to the passenger seats 101. The mounting configuration will depend on the specific requirements of an individual airline, and seat manufacturer, and is shown mounted in the middle of the seats in an exemplary location.

A “Sky Charger Node” or “Node” (in lower or capital case) is a computing device which contains programmed instructions and/or “intelligence” for monitoring communication traffic on a communications network such that when appropriate a reaction to commands received over the communications network occurs. The “Nodes” also broadcast commands and status information to the network for the purpose of being monitored and/or responded to by other “Nodes” on the network. The “Nodes” provide a way to monitor, control, provide information to or from, or react to, information provided via “Sky Charger” network(s).

In accordance with the invention, a “Node” also possesses the ability to monitor and appropriately respond to commands or information sent to it via a “Gateway” unit (not shown), an appropriate maintenance communication device (not shown), or other valid external control device (not shown). Further, the “Node” possesses the ability to provide diagnostic information and status information to appropriate flight crew, and to control and interface devices used by maintenance personnel. In addition, each “Node” has the responsibility to react to passenger controls which are located on a passenger seat to control power supplies, motors, lights, in-flight entertainment devices, and the like, which are located in each

individual passenger seat(s), and to provide status information to the communication system regarding specific controls and devices.

In an embodiment of the invention, the “Node” provides a mechanism for interrupting 115 VAC, 400 Hz input power sources when a short circuit, ground fault, or other 5 overload, or fault condition exists in a particular seat, seat device, or an additional device located “downstream” from a specific “Node.” If one or more of these fault conditions occur, the “Node” provides the fault information to the communications network.

In further embodiments of the invention, the “Node” is connected to the communications network. Here, the “Node” can include additional control devices that receive 10 commands from aircraft systems (such as the ARINC 429 system), or flight and/or maintenance personnel devices, and additional devices being controlled by the communications network, such as other in-flight entertainment systems, which are not specifically part of the “Sky Charger” system 102, but which are capable of appropriately reacting to commands issued by the “Sky Charger” system 102. The flight and/or maintenance personnel devices monitor 15 power consumption of other systems located on-board the aircraft, such as the power drawn by galley(s) or other cabin equipment.

In another embodiment of the invention, the “Node” controls other devices, such as lights, bells, audio and/or video controls via either electro-mechanical or solid state relay devices, or analog or pulse width output controls. Alternatively, the “Node” introduces such 20 external control commands into the “Sky Charger” system 102 by way of contact closures, external digital interface mechanisms, external digital communications devices (serial or parallel), or external analog input voltages, sensors, and the like.

In-flight entertainment video screen 103 receives power from the “SkyCharger” system 102. Passenger control 106 is implemented by way of a touch screen, or by a control 25 panel located on an arm rest or center console of the passenger seat, or on the back of a front seat, or by a “control phone” located in the arm rest or center console of the passenger seat. These controls are implemented using membrane switch mechanisms, push buttons, toggle

switches, a touch sensitive display control integrated into, or separated from the in-flight entertainment system (I.F.E.), or by another appropriate human-machine interface mechanism.

The “SkyCharger Node” computer(s) monitors the controls, transmits the passengers desired-action-information to the network for observation by all of the other “SkyCharger

5 Nodes”, and decides the appropriate response to the passenger’s request. In an embodiment of the invention, I.F.E. systems having an integrated touch screen are used to control the “SkyCharger” system **102** instead of the separate passenger control **106**.

The “SkyCharger Node” also monitors the amount of power being consumed by the in-flight entertainment system **103**, and uses this information as one element of a power

10 control decision-making process. The “SkyCharger” system **102** also provides the power and controls for multiple seat motors **104**. The actions of these motors are determined by the passenger via the passenger control panel **106**, and via requests from the communications network when the seat position must over-ride the passengers personal request (such as when preparing for landing or during an emergency). The “SkyCharger” system **102** also monitors 15 the amount of current being consumed as each seat motor **104** operates to provide current limiting during motor overloads, and when computing the amount of power used as part of the power control decision-making process.

The “SkyCharger” system **102** provides the power and the control to in-seat passenger reading lights **105** for activating and deactivating the reading lights. In an 20 embodiment, the intensity of the passenger reading lights **105** is variable, and the light dimming functions are controlled via the passenger control panel **106**. Here, the light dimming function can be over-ridden by the flight crew controls via the communication network. The “SkyCharger” system also monitors the amount of power being used by the lights for use as part of a power control decision-making process.

25 Cable **107** provides input power and system communications. This cabling provides the 115 VAC, 400 Hz input power for the operation of all “SkyCharger” system **102** functions. The input power is monitored by the “SkyCharger” system **102**, and the amount of

input AC power being consumed is a major factor in the power control decision-making process. The AC input power is also monitored by the “SkyCharger” system for short circuit conditions, and for ground fault paths. In this case, the “SkyCharger Node” can disconnect the input power from the input AC power to protect the wiring and aircraft from dangerous conditions, and to protect passengers from possible shock hazards. In an embodiment, cable 107 provides a “loop through” function, where the AC power enters the “SkyCharger Node”, and then loops out of the “Node” to the next “downstream” “Node(s)”. Cable 107 also provides a “SkyCharger” communications link via a multi-drop network. This communications link interconnects the in-seat power systems to form a “Peer to Peer” communications network, coupled with the decision-making process.

Figure 2 is an illustration of the device of Fig. 1 installed in an aircraft cabin utilizing a number of “SkyCharger” systems. “SkyCharger System Gateway” 201 provides an external interface mechanism into the “SkyCharger Network”. The “Gateway” 201 links to at least one Flight Attendant Control Panel (FACP) 202 via a bi-directional communications cable 203. The FACP 202 provides a mechanism for the cabin crew to enable and disable various system functions when units malfunction, or to disable a particular seat due to an unruly child or other passenger.

In an embodiment, an optional maintenance laptop computer 204, or other maintenance control is used for system status, diagnostics, and repair. This maintenance computer 204, or other control device is connected to the “SkyCharger Gateway” 201 via a bi-directional communications cable 205. The “Gateway” 201 also facilitates the connection of external contact closures, external switches or relays 206, which perform system on/off functions when activated/deactivated by the flight crew. In an embodiment, the external closure functions are programmed upon system installation to suit the particular requirements of an airline and to perform a variety of control tasks.

“Peer-to-Peer” network 207 provides a way for each element within the “SkyCharger” system 102 to ascertain the available power levels, the amount of power being

used, requests for further power, and system fault conditions. The “Peer-to-Peer” network 207 provides a “distributed intelligence” of the “SkyCharger” network which uses this commonly shared information and renders decisions on the utilization of the available aircraft power. The “Peer-to-Peer” network 207 also provides a way to monitor the power usage by a remote 5 computer or control panel that is used to monitor the SkyCharger” system 102 status, with respect to an individual seat’s current operations and possible fault conditions, the control of the system by flight crew or maintenance personnel, and the disablement of faulty “Node(s)” by the flight crew or maintenance personnel. The “Peer-to-Peer” network 207 also permits the “SkyCharger” system 102 to be programmed with respect to the available power on a particular 10 aircraft, the required shutdown and fault conditions, the seat assignments and the functions available for a particular seat (or seating class). Using the Peer-to-Peer network, the “SkyCharger” system 102 develops a “personality” for a particular airline, aircraft, seating configuration, etc.

In accordance with embodiments of the invention, the “Peer-to-Peer” network 15 207 is implemented in various electrical interface forms, such as “Ethernet”, “CAN” (Control Area Network Bus), RS-485 (Twisted wire differential serial bus), or other multi-drop communications mechanism. In a specific embodiment, the mechanism is an Infrared, or Radio Frequency communications system. In contrast to typical RS-232 communications, it is essential for the “Peer-to-Peer” network 207 to possess electrical characteristics that permit a 20 data bandwidth that is sufficient to support any required communications “traffic”, and for the network 207 to permit interconnection of the multiple “Nodes” on a single cable. In the preferred embodiment, the “Peer-to-Peer” network 207 is a “CAN” network. However, the “Peer-to-Peer” network of the preferred embodiment is not dependent upon the actual electrical interface used, with the aforementioned restrictions, nor upon the specific communications 25 protocol software used for the various “Nodes” to communicate.

In addition to the control of individual “SkyCharger” systems by the flight crew or maintenance personnel, as indicated in items 202, 204, and 206, there are other control

processes available that are implemented. In the preferred embodiment, primary process control is available to an individual passenger. This is made possible by way of passenger seat controls **106, 210**, and possibly by way of **103** when a touch screen is installed. With these controls, passengers can move various seat motors **106**, turn on and off the reading light(s)

5 **105**, adjust the reading light intensity, turn on and off the in-flight entertainment system **103**, and turn on and off the in-seat power ports (not shown). These passenger controls either wire into the “SkyCharger Node” by a cable located in the seat. Alternatively, if the passenger controls are by way of the in-flight entertainment system touch screen panel, the control flows from the in-flight entertainment system communications network **211** to the “SkyCharger

10 **Gateway** **201**. The “Gateway” subsequently provides a translation of commands generated by the in-flight entertainment system **103** and converts these commands into commands that are recognizable by the “SkyCharger Network” **207**.

When the passenger requests a specific function, such as moving a seat back motor via a seat located pushbutton, the “SkyCharger Node” responsible for that seat compares

15 the power required by the function with information concerning the available power. If the amount required is within a predetermined “power budget,” a local “Node” then immediately initiates the operation of a motor, and broadcasts revised power consumption information to the network. As a result, response latencies between passenger requests and the time of the actual result are reduced, when compared to a remote “Master Control” type system.

20 Using commands received from an aircraft’s load management system via the ARINC 429 data bus **212**, the aircraft load management system computer (not shown) of the aircraft can provide the “SkyCharger” system **102** with information regarding available power from the aircraft’s generators, and can initiate emergency non-essential system shutdowns, such as shut down the “SkyCharger” units. In addition, flight crew controls can be linked into the

25 “SkyCharger” network **207** via the ARINC 429 data bus **212** through this “Gateway” translation.

Figure 3 is a schematic block diagram of electronic subsystems in an individual “SkyCharger Node” in accordance with the invention. Here, the various hardware elements in a typical “SkyCharger Node” are shown. It is to be understood that some versions of the “SkyCharger Node” are more complex, and others simpler. However, all “SkyCharger Nodes”

5 posses a control microprocessor, a communications connection to the “SkyCharger Network”, and auxiliary devices, such as power supplies, sensors, etc.

The “Node” connects to the “SkyCharger Network” via communications transceiver and packet processor **301** which is used in a CAN or Ethernet environment to perform address recognition, error detection and correction, buffering, and the like. The input

10 and output of transceiver **301** are connected to the “SkyCharger Node” control processor **302**.

This processor provides the “intelligence” for the “SkyCharger Node”, receives commands from the “SkyCharger Network”, and broadcasts information to other “Nodes” on the network.

Depending on the how the “SkyCharger” is configured, there may be more than one microprocessor in a given “SkyCharger” system. In a preferred embodiment, communication

15 to the network is only by way of one microprocessor, which will then transmit messages to, or from the other microprocessors in the system. Accordingly, the term microprocessor(s) as used in the preferred embodiment may be more than one processor.

An analog to digital converter and multiplexer **303** monitors a number of different inputs via the multiplexer, and other analog conditioning devices. These inputs may

20 include the currents drawn by the various motors **306**, the respective voltages and currents being generated and drawn by the different power supplies **314, 315, 316, 317, 318, 319, 320,**

**and 321**, the current being drawn on the 115 VAC, 400 Hz input power **307**, any ground fault current drawn during a fault condition **309**, and may include temperature monitoring of various components. These analog values are converted into digital values by the analog to digital

25 converter **303**, and processed by the microprocessor(s) **302**. The digital values of the information output from the analog to digital convertor is subsequently used by the

microprocessor 302 to determine the power being used by the various devices, and to disconnect devices when over-temperature and fault conditions occur.

Seat motor controller 304 generates the direction and start/stop information for the various seat motors 104. In an embodiment, the seat motor controller 304 is implemented 5 in programmable or discrete logic, or by way of a microprocessor(s) or digital signal processor(s), depending on the number of motors, and required motor functions. The outputs of the motor controller(s) 304 are then used to control either solid state or electro-mechanical relays, or solid state “H bridge” devices 305. In preferred embodiments, the solid state relays, and “H bridges” are a collection of discrete electronic devices, or integrated solid state relays.

10 The solid state relays or “H bridges” 305 posses current and voltage rating that are sufficient to control external motor loads 306. These motors are located in the passenger seat 101 to actuate various seat functions, such as foot rests, head rests, seat lumbars up and down movements, etc. In preferred embodiments, there are up to 18 motors controlled by a single “SkyCharger” system 102. It is also to understood that a larger system can be 15 constructed to include an even larger number of motors 306.

16 The power supply sections of the “SkyCharger” node comprise the majority of the additional items in Figure 3. The input power comes from the power systems of the aircraft, and is 115 VAC, 400 Hz 307. In an embodiment, it is possible to monitor the input power for overload and/or ground fault conditions, where the power is disconnected from the 20 input power during fault conditions.

17 In other embodiments, the input 115 VAC 307 can also be “looped thru 311” to the next “SkyCharger” system. This loop thru also permits an individual “SkyCharger” system 101 to deny power to a “downstream” “SkyCharger” system should the overload and ground fault current sensor detect a short circuit, ground fault, or other fault condition. This 25 capability to disconnect power is provided by a disconnect relay 310. As a result, the safety monitoring of “downstream” devices is greatly enhanced and the system is protected from potentially dangerous shock, or fire hazards. The input power is also filtered by an

electromagnetic interference filter (E.M.I.) 308 that ensures that external noise sources do not enter the electronics of the “SkyCharger” system 101 and that no E.M.I. source within the “SkyCharger” system 101 is emitted from the unit to thereby enter the aircraft’s power system.

Power monitor and ground fault detector circuitry 309, monitors the voltage and

5 current of the input 115 VAC 307, and whether any current is diverted from the intended return path (AC neutral) to the aircraft ground, which could indicate a hazardous short circuit condition, or human shock hazard. The output value from the power monitor and ground fault detector circuitry 309 is forwarded to the A/D convertor 303, and “read” by the control microprocessor 302. Relevant “trip” values for ground faults and overload conditions are

10 programmable by the “SkyCharger Network” 107, 207, and 301.

The input 115 VAC, 400 Hz power is “Power Factor Corrected” by a Power Factor Corrector 312, which reduces harmonic currents generated by various loads in the “SkyCharger” system 101, and converts the input 115 VAC 307 into a high voltage DC buss 313, which outputs a high DC voltage . In the preferred embodiment, the high DC voltage is

15 approximately 250 VDC. This high DC is distributed to various power supplies 314, 315, 317, and 319 for conversion into various voltage levels (discussed subsequently).

AC inverter 314 converts the input high DC voltage to a 115 VAC, 55 Hz output, which can operate conventional consumer electronics. This “inverter” converts the aircraft’s 115 VAC, 400 Hz power to 115 VAC, 60 Hz power such that various low power

20 consumer devices can be operated on-board the aircraft. In addition, the voltages and currents from this inverter are monitored by the A/D converter 303 for use in computing the overall power being consumed by the “SkyCharger” system 101.

DC-to-DC power supply 315 also receives the high DC voltage and converts it into an isolated 15 VDC supply for powering consumer devices, such as laptop computers,

25 hand-held video games, cell phones, etc. DC-to-DC power supply 315 also provides power for a power supply 316 for the reading lights. In an embodiment, this reading light power supply operates as a variable brightness dimmer unit via a Pulse Width Modulated control (not

shown) that is controlled by the microprocessor(s) 302 by way of the reading light control(s) 324.

DC-to-DC power supply 317, which is identical to DC to DC power supply 315, provides a second isolated 15 VDC output voltage, and powers a second reading light power supply 318. In an embodiment, this second reading light power supply also possesses variable dimming and is controlled by another control line 324.

Motor power supply 319 provides power for operating the motors 306, and also provides a DC voltage that is used by a power supply 320 to provide power for use by an in-flight entertainment system (I.F.E.) and a power supply 321 to provide power for local board electronics 321. The actual arrangement of the power supplies depends on the specific application, with some systems of the preferred embodiment containing a greater number of power supply outputs, less power supply outputs, and differing output voltages. With the above power supply arrangement, multiple power supplies can be controlled by way of the “SkyCharger Node” computer and via remote control through the “SkyCharger Network”.

Passenger seat controls and indicators 322 permit a passenger to control the seat motors, the lights, the I.F.E. on/off control, etc. These controls are typically a serial link to/from the seat arm to the “SkyCharger” microprocessor 302. Using requests from the passenger seat controls and indicators 322, the “SkyCharger” microprocessor 302 “reads” the requirements of the passenger, and responds to specific requests after determining whether there is sufficient power to implement a specific request.

Power supply controls 323 provide the “SkyCharger” microprocessor 302 with a way to turn on/off the various power supplies when required. Preferably the digital control lines are used to activate various solid state or electro-mechanical relays for output controls.

In accordance with embodiments of the invention, a “SkyCharger Peer to Peer” system operates on a shared information – individual node decision process. The decision-making process relies on each “SkyCharger” system being programmed with specific

information upon system installation. The “SkyCharger” system then dynamically updates itself throughout normal day-to-day operations. Upon installation the system is initially programmed on a “Node” by “Node” basis. That is, each “Node” is provided with information concerning its seat assignment(s), what devices it will operate, what the current limits are for each device,  
5 and other “housekeeping” and safety information. Each “SkyCharger Node” is programmed with a unique identity, typically based on the seat assignment, or “Node” access ID. Likewise, the “Gateway” is programmed upon system installation, where its relevant parameters are translation functions for linking into an in-flight entertainment system, what input devices are available for the flight crew and maintenance personnel, and the like.

10                  Through the “Gateway” the entire system is then programmed with aircraft specific information, such as the available power, the configuration of the in-flight entertainment system, the operating parameters of back lights of the in-flight entertainment system, the reading light characteristics, what specific units are on the network, and the like. This information is “read” by all “SkyCharger Nodes” on the system, and is stored in each  
15 “node” microprocessor’s local memory.

                In certain embodiments, an actual “Gateway” may not be installed on the aircraft. Rather, a “Portable Gateway” unit would be temporarily connected to the “SkyCharger Network” for downloading the aircraft specific information into the “SkyCharger Nodes” for installation or maintenance purposes. A “Portable Gateway” would then be  
20 disconnected from the “SkyCharger Network” during normal flight operations. Here, the information from the “Portable Gateway” would also be stored in microprocessor memory of each local “SkyCharger Node”.

                In embodiments of the “SkyCharger” system where a “Gateway” is not installed within the system, the network stills function from “Node” to “Node”, where power  
25 management is performed based on the stored aircraft configuration information. In such systems, access of the flight crew to the system controls is limited. Nevertheless, such a system can operate without any “Gateway”, based solely on the decision-making basis of the

individual “Nodes.” Here, individual “Nodes” are freed from any “top level” device (e.g. a “Master Control”) necessary for the system to provide its required functions. In preferred embodiments, such functions include using the available power efficiently without overloading the system, responding to load changes, shutting down individual units in overload and fault conditions, etc., all without “master control” type decision-making being required.

In accordance with certain embodiments of the invention, an operational mode of the “SkyCharger” system is as follows: Upon initially receiving a “power on reset”, the system “awakens”. The individual “SkyCharger Nodes” enter a system status “polling” state, where each “Node” sequentially announces its location and status. As each new “Node” “introduces” itself, all other devices listen to the “Node” introductions and stores the relevant information regarding each of the other “Nodes” in its local microprocessor memory. The “Gateway” also observes this activity and stores the information in its microprocessor(s) memory.

Once all of the “Nodes” on a system have announced themselves, they switch to a status reporting mode, which regularly and sequentially reports what devices are being used, and the current power consumption for each “Node”. The “Gateway” displays this information on flight crew and/or maintenance displays, and the other “Nodes” utilize this information to calculate the amount of remaining power. When a passenger turns on a switch, e.g., a light, the “SkyCharger” system for that seat then knows how much power is available from the aircraft, and decides whether that light can in fact turn on. If there is ample power in reserve, the “SkyCharger” system then immediately turns on the light.

If, however, there is an insufficient amount of power remaining, then an alternative process is used. Here, the “SkyCharger of a local seat which requires the power will then request additional power from the network. The decision to grant more power is based on the class of the seat (first class having higher priority), the nature of the load being requested (seat motors are short term, transient loads, which can quickly end), and whether that seat has been a nuisance, such as due to a child playing with the controls. In embodiments of

the invention, the network responds by shedding lower priority loads. Alternatively, the network gains additional power by slightly dimming the reading lights, or the back lights of the in-flight entertainment system display.

In another embodiment, the “SkyCharger” power management system possess 5 the ability to “listen” to the ARINC 429 bus of the aircraft main power management unit, where the “SkyCharger” system dynamically adjusts the power available according to the power reserves that the aircraft power management unit reports for the cabin power.

In a further embodiment, the “SkyCharger Node” is a galley power monitor which is also connected to the “SkyCharger Network”. In accordance with the present 10 embodiment, this Galley Power Monitor Node reports when heavy power usage in the galleys exists, such as during the preparation of a meal, and when there is a slight power usage in the galley. Here, the “SkyCharger” system can increment or decrement the amount of power allotted for use by the passengers based on this information. By being able to share the power utilization information throughout the “SkyCharger” system, and each node then being able to 15 make dynamic decisions based on changing information, the “SkyCharger” system is able to constantly adjust the usage of the available power for maximum efficiency and passenger convenience.

To manage power in a sudden very high demand situation, such as preparing 20 powered seats for landing, the “SkyCharger” network allots power in a sequential order based on the class of the seats, and the power required. Each “SkyCharger” is aware of its location, and therefore its priority. In the case of an emergency the flight crew can activate an emergency shut down. The “SkyCharger” system will then deactivate all unnecessary functions, immediately return all powered seats to the upright condition, and then lock out all 25 passenger power request capabilities, until the emergency condition is cleared. As a result, a cabin can be quickly and safely prepare for an emergency landing, and the like.

In addition to constant power monitoring, the “SkyCharger” system also performs another safety function. That is, the “SkyCharger” system constantly monitors the

system for ground faults, overloads, over-temperatures, and short circuit conditions. If a dangerous condition is detected by a “SkyCharger Node,” that “Node” will immediately disconnect the fault, and if necessary disconnect the downstream 115 VAC input power loop-thru, thus denying power to a potentially faulty unit. As a result, maximum safety to the 5 passengers and to the aircraft’s electrical system is provided.

In accordance with embodiments of the invention, the “SkyCharger” also possesses the ability to monitor the ground fault current for each “Node” and to adjust the safety limits to dynamically balance the system for different loading conditions. As a result, passenger safety is maximized, while at the same time the number of nuisance ground fault trips 10 is minimized. If an individual “SkyCharger” microprocessor malfunctions, built in circuitry in each “SkyCharger Node” automatically disconnects the faulty “Node” from the network such that an individual unit cannot cause other units to malfunction. As a result, the reliability of the “SkyCharger” system is further enhanced.

The system of the exemplary embodiments provides significant commercial 15 benefits over conventional systems, due to the cost reduction which is achieved by eliminating the “master controls” which are required by the prior art systems, and reducing power consumption, as well as the number of computers required. The system is also an inherently more reliable system, because the decisional process is distributed throughout each system “Node”, and therefore provides a greater tolerance of single point failures.

20 Within the “SkyCharger” system of the present invention, each “Node” on the system network has the ability to make control decisions based on commonly shared information. These decisions permit rapid response times to passenger requests for seat functions, without the delays inherent in a “Master Control” based system. These decisions maximize usage of a limited resource (aircraft power) and permit utilization of that resource 25 in an efficient manner. All of the “Nodes” on the “SkyCharger” network are aware of their peers, and “know” what their priority is, based on their cabin locations, with first class possessing the highest priority, and coach possessing the lowest. Each “Node” therefore

independently decides passenger device requests, with the system only requiring allocation delays in the rare event of a power shortage.

In the presence of low power levels, numerous methods are available for the system's use to gain additional power for additional power requests. In accordance with the 5 exemplary embodiments, when additional power is not available, then new requests are ignored until additional power becomes available. The "SkyCharger" system also permits external information to be introduced into the "SkyCharger" network via a "Gateway" system, which permits maintenance and flight crew personnel to control and monitor the system. The "SkyCharger" system can also receive control commands from some in-flight entertainment 10 systems that is translated by the "Gateway" and broadcast through the "SkyCharger Network."

Additional "Nodes" can be added to the "SkyCharger" system for monitoring additional cabin power devices, such as the galley. This permits the use of that power as a factor in a power available calculation for each "Node" in the "SkyCharger" system. The "SkyCharger" system can also use the information from the aircraft load management system 15 through the ARINC 429 data bus, translated through the "Gateway" and used again in the available power computations. The "SkyCharger" system constantly monitors itself for safety, and can automatically disconnect faulty devices, or hazardous conditions to ensure passenger and aircraft safety. Further, the "SkyCharger" utilizes a unique, low cost "Peer-to-Peer" control approach that provides substantial advantages over conventional systems.

20 While the invention has been particularly shown and described with reference to a preferred embodiment thereof, it will be understood by those skilled in the art that various changes in form and details may be made therein without departing from the spirit and scope of the invention.